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SOURCE Newspapers as indicated.

AUTOMOBILE AND TRACTOR INDUSTRY
ADVANCES PRODUCTION AND TECHNIQUES

[Numbers in parentheses refer to list of sources appended.]

Moscow

The automobile industry was thrown into the limelight recently by the celebration of the 25th anniversary of the Moscow Automobile Plant imeni Stalin. Among the numerous articles carried in the press was a letter to Stalin from the workers of the plant pointing with pride to the plant's achievements.

In 1949, production had reached 25,000 cars per year. The average monthly output was at the level planned for 1950. Labor productivity exceeded the 1948 figure by 14 percent and that of 1940 by 36 percent. As a result of cost reductions, the plant had released 42 million rubles in savings to the state.

The workers pledged to complete the year plan by 19 December and turn out 1,000 cars above plan. They also promised to bring up above-plan savings in 1950 to 50 million rubles. (1)

The following shops in the Plant imeni Stalin have fulfilled the year plan: the cast-iron, nonferrous metal, No 2 foundry, and the No 1 motor shop. (2)

The Moscow Automobile Plant imeni Stalin has been awarded the Order of Lenin by the Ministry of Automobile and Tractor Industry USSR. (3)

The Moscow Carburetor Plant has undertaken to increase production this year 24.5 percent per unit of equipment and 33.9 percent per unit of production area. To this end, everything is being done to improve techniques. Machine tools are equipped with rotary tables, pneumatic chucks, and spindle heads. The former method of machining shock-absorber pistons on two successive turret lathes has been discarded and, instead, one of the lathes, mounted with an eight-tool head, is used. Wider application is now given to the following new processes:

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upsetting, thread-rolling, case-hardening, and high-frequency heat treatment. Certain parts are now worked by pressure casting rather than turning. Labor consumption for all these operations has been reduced fourfold.

Conveyer-belt production methods in the machine shops have played an important part. Formerly, the machining of carburetor parts took 24 hours, the course traveled by the part being 112 meters. The conveyer method has reduced the cycle to 8 hours and the course traveled to 54 meters. There are at present 11 such lines in operation. In addition, five conveyers have been installed for carburetor assembly.

For the past 4 months all the workers have been meeting the norms. Production during the past 10 months, as compared with 1946, has been 255.3 percent per unit equipment and 353.1 percent per unit of production area. (4)

Output per unit equipment in finished goods is now 13,000 rubles higher than last year. All the basic processes have been geared to conveyer-belt production, making it possible to increase the output of finished products during the past 9 months 63.3 percent as compared with the same period of the preceding year.

High-speed metal-cutting methods have been introduced in machine shop No 1 and in the normalization shop. Here, machine-tool operators are cutting metal at the rate of 300 meters per minute. The plant is also successful in the application of pressure casting and gas case hardening. (5)

The "Metalloobrabotka" Artel of the "Mosgormetpromsoyuz" (Moscow City Metalworkers' Trade Union) is one of the more successful enterprises in the Sokol'nicheskii Rayon. On 4 March it completed the Five-Year Plan. Its volume of production has increased 2.3 times in comparison with 1946. As a result of suggestions for rationalization by workers, 100,000 rubles have been saved this year. For example, a special form was worked out for stamping iron and asbestos washers, reducing the operations from three to one and saving 33,000 rubles. (6)

The "Metalloobrabotka" Artel is now turning out parts for automobile heating units on high-duty presses; formerly this was done by hand. This mechanization has saved the artel 50,000 rubles in one year. Another new press does the work of five older ones in making iron-asbestos auto-engine gaskets. By the year's end the artel will have produced 2,500,000 rubles' worth of equipment above plan. (7)

In the Moscow Motorcycle Plant, all the young workers are studying in Stakhanovite schools, technical study clubs, or young workers' schools. As a result, labor productivity during the past months has risen 19 percent. At present, 37 of the best brigades are competing for the "excellent quality" title. The plant has been regularly exceeding the norm 200 percent, while its products have remained excellent in quality. (8) All workers are meeting their norms. During the past 9 months, production has risen 19 percent. (9) In the 7 November workers' parade in Moscow, the marchers from the Moscow Motorcycle Plant carried signs reading, "We have produced 2,600 motorcycles above plan!" (10)

Special Stalin-Constitution Day shifts are going into action at the Moscow Automobile and Tractor Electrical Equipment Plant No 2 (ATE-2). In the shop where distributors for the Pobeda car are made, a suggestion for a change in the design of the distributor spring will boost labor productivity 20 percent. Another section is pledging a 15-percent cut in rejects. (11) Distributors and tractor magnetos are now being assembled on conveyer belts (13).

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The shops of the Moscow Brake Plant imeni L. M. Kaganovich are models of cleanliness and efficiency. The majority of machine-tool operators are applying high-speed methods in metal cutting. The plant has already released 1,300,000 rubles in above-plan production. (12)

Podol'sk

The Secretariat of the VTsSPS (All-Union Central Council of Trade Unions) examined the question of labor conditions in the Podol'sk Storage Battery Plant and decided that the Ministry of the Automobile and Tractor Industry had failed to take the necessary measures for improvements. It demanded that the ministry rectify the situation by a specific date. It took note of Deputy Minister Kogan's statement that the plant's director and chief engineer, Kozlovskiy and Konstantinov, had been removed from their posts.

The VTsSPS instructed Minister Akopov to prefer charges against Shkadretsov, chief Main Administration of Electrical Instruments, for failure to improve conditions in the plants. (14)

Gor'kiy

The Gor'kiy Automobile Plant imeni Molotov, which had two Stakhanovite shops in August, now has eight. The title "Stakhanovite" is borne by the following: the 2d body, 1st casting, and electric repairs shops, and the "Novaya Sosna" Plant [sic]. The Gor'kiy Plant released 15 million rubles in above-plan profits during the third quarter. (15) The plant paraded its new automobile model, the ZIM, in the October celebration. On this anniversary day, it dispatched $4\frac{1}{2}$ times as many Pobeda automobiles to consumers as during the 1948 celebration. The plant now produces 39 percent more automobiles of all types than last year. (16)

Trucks built by the Gor'kiy Automobile Plant imeni Molotov are equipped with a mechanical pump for inflating tires. The pump, which operates off the engine of the truck, is a complex piece of machinery requiring much cast iron, steel, and nonferrous metals for its manufacture.

Recently, a senior foreman at the Gor'kiy plant invented a new pump which is far simpler than the usual one and uses only 100 grams of nonferrous metal and the same amount of steel. This new pump, which also operates off the engine of the truck, is detachable and very easy to use. If this piece of apparatus were placed in mass production, it would release 69 workers, ten technologists, and 116 machine tools. It would save the plant about 5 million rubles a year. And yet the Ministry of Automobile and Tractor Industry has done absolutely nothing about initiating such mass production, while the Gor'kiy Plant goes on making the expensive mechanical pump. (17)

Chkalov

By the end of 1949, the Chkalov "Avtozapchast'" (Automobile Parts) Plant will increase its output of radiators for agricultural machines 20 percent through its space-utilization drive. (18)

Kuybyshev

Trucks and bus running on natural gas are now seen in the streets of Kuybyshev. The gas is compressed in an oxygen cylinder, one charge being enough for 100-140 kilometers. The gasoline engines used need no structural modification of any sort. Changeover from gaseous liquid fuel and vice versa may be accomplished while the car is operating. One ZIS-5 truck has hauled hundreds of tons of freight on natural gas. One ZIS-16 bus has run tens of thousands of kilometers on gas cylinders. The use of natural gas as an auto fuel has proved to be extremely advantageous. Tens of thousands of rubles in fuel costs have been saved. (19)

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Kiev

The Kiev Motorcycle Plant is producing 3-wheel freight motorcycles for postal deliveries. (20)

Minsk

A new automobile, motorcycle, bicycle, and parts store has just been opened on Kruglaya Ploshchad', Minsk. A service station for private cars has also been opened. Belorussian workers have already bought hundreds of Moskviches and Pobedas. (21)

Mogilev

The Mogilev Locomobile Plant has successfully tested a new type of locomobile; series production of the vehicle will begin soon. (22)

Kaunas

The Kaunas Automobile Repair Plant is accepting GAZ and ZIS-5 engines for major overhaul. Overhaul time: GAZ, 3 days; ZIS-5, 10 days. Engines will be accepted on Mondays, Wednesdays, and Fridays at Ulitsa Mayronio, 13, Kaunas. -- Advertisement. (23)

Frunze

The Frunze Storage Battery Plant has completed the Five-Year Plan and is now working under the 1951 norm. (24)

Yerevan

The Yerevan Avtodetal' Plant is a successfully operating enterprise. It completed the Five-Year Plan with respect to gross and commodity production on 5 October. (25) It has begun to produce third and fourth gears for the ZIS-5 automobile and will turn out 10,000 such parts by the end of 1949. (26) Its workers have pledged to put into operation four new conveyer belts in the manufacture of parts for the GAZ-AA trucks. The plant also makes gear boxes for the ZIS-5 truck. (27)

Avtodetal' has devised a duplicating method for the working of grooved shafts for ZIS-5 automobile engines. As a result, full-profile machining of this part is now done in one 3-minute operation instead of the former 4.5 minutes. This method reduces the consumption of cutting tools and raises the machine's productivity 50 percent. (28)

The tool shop of Avtodetal' has also gone into mass production of hobbing cutters. The cutters will be used in making various parts for the ZIS-5 truck. (29)

However, Avtodetal' is having difficulty with supplies. It gets large quantities of bakelite gears for automobiles from the Urals. Since railroad transport takes too long, the gears are usually flown to Yerevan by plane. As a result, the plant suffers a yearly loss of 400,000 - 450,000 rubles. Yet, the gears could be easily produced at the Yerevan "Polivinilatsetat" Plant and the Chemical Plant of the Ministry of Local Industry. (30)

Ashkhabad

The Ashkhabad Motor Repairs Plant has begun to apply high-speed methods in metal cutting. (31)

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Tbilisi

The Tbilisi Automobile Repair Plant completed the third-quarter plan in respect to gross production 109 percent. (32)

Stalinabad

Responding to the space-saving campaign, the Stalinabad "Traktorodetal'" Plant is reorganizing its equipment and converting its machine tools to high-speed cutting methods. It has already cleared 120 square meters and, in that area, installed seven new machine tools (grinding, multiple-cutter, and reaming machines). It will install 12 more such machine tools by the end of the year. (33)

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5. Vechernyaya Moskva, No 247, 17 Oct 49
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8. Moskovskiy Bol'shevik, No 132, 29 Oct 49
9. Sovetskaya Kirgiziya, No 214, 30 Oct 49
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11. Vechernyaya Moskva, No 277, 23 Nov 49
12. Vechernyaya Moskva, No 250, 20 Oct 49
13. Vechernyaya Moskva, No 257, 28 Oct 49
14. Trud, No 248, 20 Oct 49
15. Pravda, No 290, 17 Oct 49
16. Trud, No 263, 6 Nov 49
17. Trud, No 277, 24 Nov 49
18. Krasnaya Zvezda, No 270, 16 Nov 49
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20. Krasnaya Zvezda, No 256, 29 Oct 49
21. Trud, No 276, 23 Nov 49
22. Sovetskaya Belorussiya, No 221, 6 Nov 49
23. Sovetskaya Litva, No 275, 23 Nov 49
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25. Kommunist, No 263, 6 Nov 49
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29. Kommunist, No 284, 3 Dec 49
30. Kommunist, No 255, 28 Oct 49
31. Trud, No 263, 6 Nov 49
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